

## BRITISH PUT IT OVER SIMS, SAYS DANIELS

Had Different Standard of Awards for U. S. Destroyers, He Asserts.

### CREWS ROBBED OF CREDIT

Admiral Blamed for Not Protecting American Interests in Reviewing War Deeds.

WASHINGTON, May 14.—Rear Admiral Sims robbed American destroyer crews of credit due to them by leaving the investigation of combats with submarines to the British Admiralty, Secretary Daniels today told the Senate Naval Investigating Committee. Had he known that American officers were not reviewing the circumstances of battles between American vessels and U-boats he would have ordered the Admiralty to adopt that course, the Secretary said.

Admiralty reports and awards of credit to the Americans were accepted by Admiral Sims, Mr. Daniels said, although the British demanded absolutely conclusive proof before giving credit for the sinking of a submarine in the case of an American vessel while using a less rigorous standard in the case of British ships.

Out of 254 attacks on submarines by American vessels the British gave the United States forces credit for only twenty-four successful attacks, most of which were listed as "possibly slightly damaged," said Secretary Daniels. In only one case was full credit for the sinking of a U-boat given to an American ship, this being the destroyer Fanning, which sank the U-53 and captured the crew.

**Discrimination Cited.** "In explaining why so few credits were given for known sinkings the summary compiled by Admiral Sims states that 'unless prisoners or unmistakable wreckage were obtained following an attack it was practically impossible to definitely determine the results.' That prisoners or wreckage were not absolutely required before a vessel was credited with sinking a submarine is shown by the reports from the British Admiralty records of cases classed as known sinkings."

The Secretary then read records of encounters between British ships and submarines in which credit was given for sinking the submarine, although neither prisoners nor wreckage were obtained. "I do not blame the British," said Mr. Daniels. "They were looking out for themselves properly. But I do blame Admiral Sims for not protecting American interests. The United States Navy is not accustomed to having others decide what credits shall be awarded to its men and vessels, and I know of no instance in which any other navy has allowed this."

Admiral Sims's own reports refuted the charges made in his letter of January 7 that destroyers were "flushed through brief and inadequate preparation before being sent abroad," the Secretary said. He read extracts from Admiral Sims's reports as follows:

"Our ships made no demands of consequence upon the navy yard facilities

after arriving, in spite of the length of their passage under adverse conditions." "Contrary to expectations, they were found to be well equipped for their prospective duty, with the exception of 'depth charges.'"

"The equipment and construction of our ships has proved adequate and efficient." Turning to Admiral Sims's criticism that the navy was unprepared for war in April, 1917, Mr. Daniels said that Admiral Jellicoe's book on the battle of Jutland showed that "not even the British navy, expecting every minute a decisive battle, could be kept 100 per cent. perfect." He quoted at length from the Jellicoe book to show that the British fleet had deficiencies and weaknesses that surprised the British people and that the Germans were actually superior in destroyer strength. The American Navy was not perfect, he said, but avoided many costly mistakes by taking to heart the experiences of other Allies.

Proof of the Navy Department's efforts to prepare for war were contained in the recommendations for appropriations from 1913 to 1917 and the organization in 1915 of the Naval Consulting Board, with Thomas A. Edison at its head, Mr. Daniels declared.

### \$13,000,000 ADDED TO ARMY AIR MEASURE

Senate Committee Makes Other Increases.

WASHINGTON, May 14.—After providing for an appropriation of \$10,000,000 for the army air service, an increase of about \$13,000,000 over the House bill, the Senate Military Committee today ordered the annual army appropriation bill favorably reported to the Senate.

An finally agreed upon the bill carries \$418,512,141, an increase of \$42,152,317 over the House measure. No changes were made by the committee in the House provisions relating to the National Guard. An appropriation of \$10,210,000, an increase of \$2,000,000 over the House bill, was provided for the ordnance department. The appropriation for the military intelligence bureau was increased from \$100,000 to \$400,000.

### Service Pay Bill Passes House.

WASHINGTON, May 14.—The conference report on the army and navy pay bill was adopted today by the House. The Senate has yet to act. The increases would total \$60,000,000 a year and would be retroactive to January 1 and continue until June 30, 1923. Meantime an investigation will be made looking to permanent readjustment of pay.

### MORE ENVOYS TO SEE WILSON.

New Polish Minister Will Present Credentials To-day.

Special to THE SUN AND NEW YORK HERALD. WASHINGTON, May 14.—Two additional foreign diplomats will present their credentials to President Wilson tomorrow. They are Prince Casimir Lubomirski, Minister from Poland, and Kijuro Shidehara, Ambassador from Japan. There will be the usual exchange of greetings. Especial interest will center on the President's acceptance of the credentials of the Minister from the new country of Poland.

Five representatives of foreign countries remain to be presented to the President, among them Sir Auckland Geddes of Great Britain.

## MILD BRITISH STIR OVER WILSON TALK

President's Criticism of the Admiralty Regarded as View of a Landsman.

### GOOD WORD FOR SIMS

"We Take Off Our Hats to the American Seamen," Is One Comment.

Special Cable Despatch to THE SUN AND NEW YORK HERALD. Copyright, 1920, by THE SUN AND NEW YORK HERALD.

LONDON, May 13.—British comments on Mr. Wilson's criticism of the Admiralty are not general. As a rule official critics remain anonymous and good naturedly cynical as to landmen, such as the President and the Secretary of the Navy, discussing naval strategy. "Just look at the result," is the laconic comment of Admiral Sir Cyprian Bridge. "The main thing is that the Admiralty was quite successful. The American Army was brought over from the other side of the Atlantic, which represents one of the most remarkable operations ever performed. There was practically no interruption in the flow of supplies and reinforcements to our armies in France. And all of this with infinitesimal losses."

In the Graphic an anonymous Admiral says: "The White House is a long way from the North Sea. President Wilson ought to have spent a fortnight on a destroyer in the North Sea. Admiral Sims was a man who knew

what our navy was doing. It is sufficient to say that he closely allied himself with the ideas of the Admiralty. The best feeling existed between the navies. The American sailors were ever ready to follow our example—even to the extent of becoming a clean shaven navy."

Archibald Hurd, the naval critic of the Telegraph, says: "Admiral Sims should not have attacked the Navy Department on the eve of the Presidential elections. If Sims had been content to transmit his criticisms through the usual channels, and the confidential documents, which were never intended to be published, had not been produced we would have been spared these revelations which can please no one except the German and Irish elements in the United States."

Mr. Hurd appreciates warmly the actual work of the American Navy and courteously asserts that Mr. Wilson would have taken more pains to get at the truth if he had known that his words would be given to the world when he charged that the British Admiralty was at the point of panic.

Although admitting that the arrival of the first American destroyers enabled Great Britain to effectuate the convoy system, which he says she had wanted for a long time but for which she did not have sufficient naval units, he criticizes the slowness in arriving of the rest of the destroyers, and says that no armored American ships arrived until the last months of the war.

He says further that while the British closed the Strait of Dover with a mine field the Americans laid more mines in the North Sea barrage, but he insists that the latter undertaking was a British idea and of doubtful value and was not completed.

Quoting Admiral Sims, Judge Van Valkenburg of Kansas City and Secretary Daniels himself, in despatches published in the Telegraph, that the war could not have been won without the British Grand Fleet and paying a tribute to the Admiralty's steady efficiency Mr. Hurd concludes: "We take off our hats to the American seamen, who exhibited in every situation, however embarrassing, a high technic, unfailing resourcefulness and good seamanship."

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[Signed]

John Wanamaker  
May 13, 1920.



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# Congressional Investigation of United States Shipping Board

## Inquiry into GROTON IRON WORKS and VIRGINIA SHIPBUILDING CORPORATION Held

The Special Committee of the House of Representatives which has been investigating for the past several months the dealings of the United States Shipping Board and Emergency Fleet Corporation, with all of the shipbuilding concerns engaged in war work, has recently been holding hearings in Washington and New York concerning the contracts given to the Groton Iron Works and the Virginia Shipbuilding Corporation.

Before the Committee temporarily adjourned the hearings being held in New York, counsel for the Groton Iron Works and Virginia Shipbuilding Corporation requested that the Committee, as soon as possible, examine witnesses who have actually been connected with the plants, so that the Committee may be fully informed upon all transactions by persons who have been familiar with the contracts from the beginning. This the Committee promised to do at an early date.

The witnesses so far called, many of them Emergency Fleet Corporation employees, have testified that the plant of the Groton Iron Works at Groton, Connecticut, is the best built steel ship yard on the Atlantic Coast, with a large equity over and above the Shipping Board's mortgage; that it has delivered six steel vessels, valued at \$10,515,648.00, which have proved in operation most satisfactory; that it has nearly completed three other vessels, valued at approximately \$6,000,000.00; that with the return of surplus material already effected and now being completed the Emergency Fleet Corporation will have received steel vessels paid for at contract prices with no loss to the Fleet Corporation. These same vessels, costing approximately \$16,000,000.00, will have a selling value (at the present prices asked by the Shipping Board) of nearly \$18,000,000.00, a net profit to the United States Government of approximately \$2,000,000.

The Fleet Corporation employees, while saying that some of the early payroll records of the Groton Iron Works were necessarily inaccurate, due to the forced plant and ship construction under war time conditions, were positive in their statements that all funds received had been properly accounted for; that there was no padding of payrolls, fraud or deceit in any transactions with the Government.

The investigation by the Committee relative to the Virginia Shipbuilding Corporation contract has developed the fact that the Emergency Fleet Corporation has granted to the Virginia Shipbuilding Corporation one contract for twelve ships, aggregating in contract price \$18,048,000.00.

By reason of increase in wages, changes in construction and extras, the Fleet Corporation became obligated to pay for these twelve vessels approximately \$22,560,000.00. In the performance of this contract the Fleet Corporation has paid to this company, including all sums loaned on mortgage, approximately \$13,500,000.00. The company has delivered to the Fleet Corporation seven vessels of a contract value of over \$13,160,000.00. Not only this, the company has nearly completed three other vessels with its own funds, leaving to the Virginia Shipbuilding Corporation an equity in ships of approximately \$4,000,000.00 with an unencumbered plant.

From a careful consideration of the entire testimony taken by the Committee, it becomes apparent that the United States Shipping Board, in its dealings with the United States Steamship Company and its subsidiaries, has secured for the United States merchant marine substantial vessels of a value largely in excess of the amounts paid for their construction, and that the United States Government, instead of suffering any loss by reason of those dealings, is now in a position to reap a substantial profit.

When the Committee examines the witnesses from the plants of the Groton and Virginia companies, the latter will be in a position to show that the value of the construction work and materials on hand was at all times in excess of the amounts which had been paid on account by the Emergency Fleet Corporation.

New York, N. Y., May 14th, 1920.

### GROTON IRON WORKS

BY GEORGE M. BURDITT, General Counsel.

### VIRGINIA SHIPBUILDING CORPORATION

BY W. W. SCOTT, Resident Counsel.